NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name F.D. Crockett

other names/site number DHR File Number: 059-5013

2. Location

street & number 287 Jackson Creek Road | N/A | not for publication

city or town Deltaville | x | vicinity

state Virginia code VA county Middlesex code 119 zip code 23043

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__ national __ statewide _x_ local

Signature of certifying official/Title — Date 9/28/12

Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ *entered in the National Register*

__ determined eligible for the National Register

__ determined not eligible for the National Register

__ removed from the National Register

__ other (explain:) _____

for Edson H. Beall — 8.22.12

Signature of the Keeper — *Date of Action*

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: Water Related: Boat

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: Museum

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: early 20th Century Chesapeake
Poquoson Style Log Built Deck Boat

Materials
(Enter categories from instructions.)

foundation:
walls:
roof:
other: WOOD; METAL
Diesel Engine

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The *F.D. Crockett* is an early 20th century Poquoson-style Chesapeake Bay log-built deck boat. The hull is constructed of seven main and two small logs, with a chunk built stern and bow. The log hull was built by Alexander Gaines of Dare, Virginia, and the boat was completed by John Franklin Smith at Smith Marine Railway near Dare in 1924. The *F.D. Crockett* is one of only two large log deck boats still in existence known to be built specifically for power by internal combustion engine, and is one of the last large log boats ever built on the Chesapeake Bay. The combination of traditional and non-traditional techniques serves to preserve for posterity the original logs and other unique features of the boat. The nine-log bottom is original to 1924, and the bow, stern, deck, planking and pilot house have been accurately repaired and rebuilt. The length of the boat is 62.8 feet. overall, 55.8 foot keel length, with a beam of 15.7 feet and draft of 4.6 feet. The gross tonnage is 28, net tonnage 16, U.S. Coast Guard Documentation Number 223533. The *F.D. Crockett* is owned by the Deltaville Maritime Museum & Holly Point Nature Park, and is moored at the museum's dock on Mill Creek. She is on display for educational purposes and travels the Chesapeake Bay as an ambassador for the museum.

Narrative Description

The *F.D. Crockett* is an early 20th century Poquoson-style Chesapeake Bay log-built deck boat with an overall length of 62.8 feet, 55.8 foot keel length, with a beam of 15.7 feet and draft of 4.6 feet. Each component of the boat is described in greater detail below. A 2007 drawing of the F.D Crockett is provided in the Additional Documentation. There were no original plans for the boat, but the 2007 drawing was made from measurements of the boat prior to restoration. Many original fittings are used on the boat. A glossary of nautical terms is provided at the end of this section.

Hull:

The hull of the *F.D. Crockett* was constructed using seven large main logs and two narrow logs. The bottom logs are all original to the boat and its most unique feature. The logs average 55 feet to 60 feet in length, and are yellow pine that were likely cut in the Poquoson area. The logs are pinned together using steel drift pins spaced approximately 10 inches apart. Frames and floor timbers are bolted through the logs. The technique for fitting and joining the logs together for a large deck boat such as the *F.D. Crockett* was the same as it would have been for a sailing log canoe. Smaller pieces of log chunks were added to the logs' fore and aft and shaped to the contours of the bow and stern. The planking and framing are of pine and oak. Frames and deck beams served to fix the deck and other structures to the hull, adding to the structural integrity of the boat. In 2006 and 2007, original white oak and pine framing was replaced with the same type of wood. Georgia pine was used to replace side planking where needed.

Bow:

The bow of the *F.D. Crockett* was constructed of large chunks of pine added to the log bottom to allow the builder to form the shape of the bow (and the stern) of the boat. These chunks were sculpted by hand to make the boat "fair" or "pretty" according to the eye of the builder, while adding to its strength and stability. In 2007, the deteriorated original log chunks were removed and replaced with smaller two-inch thick pieces of Georgia pine glued together with epoxy to recreate the dimensions and shape of the original chunks. This was due to the availability of materials and to add strength. These new chunks were also sculpted by hand, as was done originally. To complete the bow, the original white oak inner and outer stem were replaced with new pieces of the same size and material.

Stern:

The fantail stern on the *F.D. Crockett* has been restored as closely as possible to the original shape. This style of stern is typical of Chesapeake Bay sailing vessels and is evidence of the transition from sail to motor. The large horn timber was too decayed to save, and was replaced with one laminated from Georgia Pine. Much of the original log chunk stern was

saved, but where repair was needed, two-inch thick pieces of Georgia pine were glued together in a manner similar to that used in the bow. The upper part of the stern was completely reconstructed by laminating Georgia Pine planking to follow the original shape of the boat. This method was used to add strength and durability to the new stern, in addition to lack of availability of original materials. The work on the stern was completed in 2008.

Forepeak Cabin:

The original forepeak structure was missing from the vessel when the *F.D. Crockett* was donated to the museum. The remaining decks were badly decayed, and the forepeak had undergone many transformations during its lifetime, so there was no accurate record available of the original forepeak cabin. Based on photographs and studies of similar boats built at that time, and on evidence in the notching of the remaining deck beams, we were able to recreate the probable original dimensions of the forepeak cabin. In 2012, the new cabin was built in a trapezoidal shape, 65 inches at the back, 24.5 inches at the forward end, and 60.5 inches long. The entrance is 9 inches above the deck with a doorway 50 inches high and 23.5 inches wide. A wooden companionway ladder leads to the forepeak cabin which was used to store the anchor ropes and chain as well as to provide sleeping quarters for two or three crew members. There is a porthole located on each side of the cabin which is typical of the era.

Pilot House:

The pilot house contains the steering and navigation equipment, and was built of pine lumber. It is a reproduction of the original, completed in 2006, and built according to measurements of the original pilot house using materials consistent with the original. It is 93 inches wide at the front, 81.5 inches wide across the back, and 172.5 inches long. The original windows and wood panel doors are reused in the pilot house; they include five two-light windows that drop down into the walls of the pilot house as on the original, and four fixed two-light windows, all made of pine. The pilot house provided the sleeping quarters for the captain of the boat, with an aft cabin that housed the galley, or cooking area. A number of original fittings, such as the spotlight, horn, and ship's wheel, are incorporated into the restored portions of the boat. Other systems, such as the rope steering, transmission shifter and throttle controls for the engine are not original but are from the period.

Mast:

The 34-foot mast is original and made from western spruce. It sits on a mast step on the keel, and is supported by a mast partner at deck level, and steel wire rope shrouds from the top of the mast to the deck. The boom is spruce, and is a 22-foot long replica of the original, and 4.5 inches in diameter. The boom height is adjustable, and remains angled to load cargo on and off the boat.

Hold:

The cargo hold, accessed by two hatches, is in the middle of the boat and is separated from the forepeak by a forward bulkhead, and the engine room by an aft bulkhead. The two 5-foot-square hatch openings are surrounded by a 14-inch high oak coaming to help keep water out of the hold.

Engine Room:

The engine room encloses the engine below decks, and is accessible through a door and ladder from the port side of the pilot house and through a hatch in the floor of the galley. A 24-horsepower Lathrop gasoline engine was originally installed in the F.D. Crockett, and later replaced with a more powerful gasoline engine in the 1930s. A World War II vintage Gray Marine 6-71 diesel was installed by 1950. After the war, many work boats on the Chesapeake Bay were repowered with these surplus engines. Another 6-71, similar to the one installed in 1950, was installed in 2010.

Deck:

The deck is rebuilt of 2-inch-square cypress strips, painted on all four sides and caulked in the traditional manner. The original deck is thought to have been pine, cypress or fir, but was not in a condition to be saved. The hawse pipes, which are meant for the anchor chain to pull through at the bow of the boat, are original.

Glossary

Adze. A tool used for smoothing or carving rough-cut wood, often used for squaring up logs or hollowing out timber

Aft. Towards the stern or rear of a vessel

Boom. Pole or spar attached to the mast and used to hold the bottom of a sail or lift and handle cargo

Bow. Front or forward end of the boat

Brogan. A Chesapeake Bay log bottom workboat larger than a log canoe

Bugeye. An enlarged and decked log canoe, 30' to 80' long, with two masts and a cabin aft

Bulkhead. A wall within the hull of a ship

Buyboat. A Chesapeake Bay deck boat that bought fresh fish, oysters, and produce from watermen and farmers to take to a larger market

Coaming. Any vertical surface on a boat designed to deflect or prevent entry of water

Chine. The line of intersection between the sides and bottom of a V or flat-bottom boat; a "Chine log" serves the same purpose on a log boat

Chunk. A smaller piece or chunk of wood fastened to the logs to fill gaps or raise up the sides, and then shaped the same way as the logs

Coasting canoe. A large sailing log canoe used along the coast

Deadrise. The variable angle rise of the wood from keel to chine

Deck boat. A generic term for wooden Chesapeake Bay vessels with deck fore and aft, and a mast and boom forward of the pilot house

Fantail Stern. An elliptical stern

Forepeak. Forward compartment of a ship that contains the sailors' living quarters and storage

Garboard Log. The first log attached to the keel log

Hatch. An opening in the deck of a ship

Hold. Large space below the deck of a ship for the storage of cargo

Horn Timber. Structural member which connects the keel to the aft framing

Keel. The main structural member or backbone of a vessel, running longitudinally along the centerline of the bottom

Mast. A tall, vertical spar that usually supports sails or a boom for cargo handling

Pilot House. The cabin above the deck that contains the steering and engine controls of a ship

Port. Left side of the boat when facing forward towards the bow

Rake. Angle of the mast off vertical

Stay or Shroud. The wire or rope used to brace the mast to the sides and stern of the boat

Stem. The upright beam at the bow which is the forwardmost framing member to which the outer skin of the boat is fastened

Stern. Rear or aft end of a boat

Trunnel. Wooden peg or dowel used to fasten two pieces of wood together.

F.D. Crockett
Name of Property

Middlesex County, Virginia
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [ ] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Architecture

Period of Significance

1924

Significant Dates

1924

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Gaines, Alexander (Builder);
Smith, John Franklin (Builder)

Period of Significance (justification)

Constructed in 1924, the *F. D. Crockett* was built specifically to be powered by an internal combustion engine and represents the last stage of log canoe construction on the Chesapeake Bay. The new availability of gasoline engines for boats in the early 20th century, combined with the expertise of the craftsmen in the Poquoson area, made it possible for the builders of log-hulled canoes to build engine-powered deck boats using the large logs that were still locally available in the mid-1920s.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Nominated under National Register Criterion C for its architectural significance, the *F.D. Crockett* embodies the distinctive architectural characteristics of a Poquoson-style log-hulled deck boat built for an internal combustion engine during the early 20th century. It is one of only two large log deck boats built specifically for motor power still in existence, and the only one with its original log bottom. (The only other existing log-hulled boat built for power is the *Old Point*, made with seven logs in Poquoson in 1910.) The *F.D. Crockett* was built during the transition on the Chesapeake Bay from sail-power to the internal combustion engine and was one of the last large log boats built. The hull is a primary example of the Poquoson-style log canoe, combining the traditionally built log hull with the "modern" gasoline engine rather than a sail. It is a unique melding of the craft of log canoe building first used by Native Americans with the emerging technology of the 1920s to produce a log-hulled, motor-powered boat. The nine-log hull of the *F. D. Crockett* gave the boat the wide beam and low draft that made it ideal to haul freight and fish in the waters of the Chesapeake Bay. It is the best surviving example of her type of vessel.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Built in 1924, the *F.D. Crockett* represents the apex of log canoe building on the Chesapeake Bay, and embodies distinctive characteristics of this type and method of construction. The geographical center of Virginia log boat construction was at Poquoson, Seaford and Dare, Virginia. The method of using multiple logs to construct the hulls of canoes was the standard for vessels built in this area of the lower Chesapeake Bay. Builder Alexander Gaines constructed *F.D. Crockett* in his yard in Dare, using techniques typical of log canoe construction. Gaines built many log boats according to this style, and was one of the last of the traditional log boat builders in the area. The keel log, two garboard logs and two chine logs were squared off to fit together, pinned with trunnels or drift pins and then shaped into a boat with axe, adze and saw. Two more major logs and two additional narrower logs were added to increase the width of the boat to the desired dimensions, making the *F.D. Crockett* a nine-log hull. Chunks of wood called "raising wood" were used to raise the height of the sides of Virginia-built log deck boats. The round fantail stern is a significant trait of design carried over from the building of traditional sailing vessels, and is similar to the log canoe construction of the earlier bugeye. The hull was floated across the creek to Smith Marine Railway in Dare where the sides, deck, pilot house, mast, engine and additional finishing work was completed. This railway has built and repaired boats since before the Civil War, and still hauls large vessels.

The *F.D. Crockett* is the culmination of three centuries of trial, error and development in the construction of log boats in the Chesapeake Bay.[1] The building of log canoes in this region can be traced to the dugout canoes used by Native Americans and described by English colonists. The vessels in these early accounts were of various lengths, hollowed out from single logs using a combination of burning and scraping with shells. The English colonists expanded this technique by creating a two-hulled catamaran for transporting tobacco, and then using more than one log in the construction of the canoe to expand the size and stability of the vessel. This innovation may be attributed to the use of metal tools that allowed them to create a water-tight joint between the logs.[2] Dugout canoes were also known to exist in Ireland and Africa, and the multiple log canoe, or "pirogue," was a common form of boat used by Carib fishermen in the West Indies.[3] Enslaved Africans inherited and adapted the methods of log boat construction, and there is historical evidence of Caribbean and Afro-American influence in the use of multiple logs by boat builders in the Poquoson area of York County, Virginia.[4]

In the 1920s, there was a revival of the centuries-old technique of log boat-building brought about as a result of several factors. First, the talent was still alive to build these boats. While builders throughout the Chesapeake Bay were switching from building log boats to frame and plank construction, there was still talent which specialized in building canoes, particularly in the Poquoson area. There was also demand. Log boats were sturdier than the plank and frame construction of the time, and known to be able to withstand storms and heavy seas, and therefore had the confidence of

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[1] Chowning, March 13, 2012, comment on evolution of log boats, interview with Vera England.
[2] Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 3
[3] Price, *Caribbean Fishing and Fisherman: A Historical Sketch*, 1364.
[4] Vlach, *The Afro-American Tradition in Decorative Arts,* 101-102.

the watermen. The demand for large log-built deck boats also had to do with the rise of the crab dredging and oyster dredging industries, which required a large, low-sided boat. In these fisheries, the boats had to carry a great deal of payload and work in deep water to harvest the catch—oysters and crabs. Log canoes were traditionally low-sided and the log deck boat provided a stable, low-sided platform close to the water. The watermen did not have to raise the dredge very high when working them by hand, and the log deck boat was big enough to carry a large payload and sturdy and reliable enough to carry the fishermen into the bay in any water. By the 1920s when the *F.D. Crockett* was built, the internal combustion engine was well-developed. Most of the earlier log boats had been built for sail. There was just a small window of time for large log deck boats to be built on the bay while large logs were still available and the new internal combustion engine was being introduced.[5] Future deck boats all over the Chesapeake Bay would be built with the plank and frame construction that is prevalent today. "The motor-powered log deck boat marked the end of a maritime era of this distinctive type of boat."[6]

Developmental history/additional historic context information (if appropriate)

There were three centers of canoe building: one in Virginia and two in Maryland. The canoes built near the Poquoson River in Virginia were the most well-known. The two Maryland styles were centered in Pocomoke Sound and Tilghman Island. Canoe builders in these areas of the Eastern Shore of Maryland worked from half models, cutting and shaping timbers to match the model using saw, broad axe and adze, but with the aid of chalked station marks corresponding to the model.[7] Log canoes built in the Poquoson region were simply based on the size of the canoe needed. The first log was the longest and largest diameter, and was hewed square with tapered ends. This "keel log" became the symmetric center of the boat. The second logs, placed on each side of the keel log, were cut in equal length and fitted to the keel log. These two "garboard" logs were then bounded by "chine logs" hand hewn from curved logs to fit with the garboard logs. Additional logs were added to achieve the desired dimensions. Virginia canoe builders did not use a half model, and there was always variation in the two sides of the hull. The logs were placed on blocks and positioned to maintain the needed lines, then hollowed with an adze by "rack of eye" at the builder's discretion.[8]

The early oyster industry of the Chesapeake Bay was a significant part of the evolution of the log canoe into a workboat. Higher demand for oysters by an increasing population reduced the availability of shoreline oysters. Bigger boats allowed fishing in deeper waters, and the advent of hand tongs in the early 18th century resulted in a steady oyster harvest and supply for customers in homes and taverns. By the beginning of the 19th century, New England schooners were in the Chesapeake buying oysters, and soon after began using the oyster dredge. Local fishermen adopted the dredge, and built bigger log-hulled sailing vessels to use the dredge and increase their range. Open log canoes of 20 to 25 feet were replaced by coasting canoes (35-40 ft.) ,then the brogan (40-50 ft. with decking, bulkheads and hatches), then the log bugeye, which was over 50 feet, made from seven to 13 logs, and with full decking and a small cabin. These vessels, powered by sail, were used almost exclusively for oystering, either by tonging, scraping or dredging. Characteristics such as low freeboard for hoisting in the catch and open deck space for handling dredges were common on such boats, and log-hulled buyboats inherited these features.[9] Many power boats used on the Chesapeake Bay well into the 20th century were converted bugeyes built in Maryland and converted to deck boats in boatyards along the bay's western shore. Deck boats such as the *F. D. Crockett* added large hold openings to the broad beam and shallow draft, making them very effective freight haulers on the Chesapeake Bay.

The final stage in the development of the log canoe was the log deck boat built specifically for an internal combustion engine. By 1910, log boats were being built for the internal combustion engine. Hulls for these boats were built in the same way as the five-log canoe, with a center keel log, two garboard logs attached to the keel, and bilge or chine logs attached to the garboard logs. Additional logs were added to increase the width of the hull. Chunks of wood were used to fill in and shape the bow and stem and additional chunks were used to raise the sides (raising wood), and functioned as side planking. The chunk-built round stern, a distinctive feature of log canoe construction, became a feature of many early

[5] Chowning, March 13, 2012, comment on evolution of log boats, interview with Vera England.
[6] Chowning, *Chesapeake Bay Buyboats*, 53.
[7] Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 15
[8] Brewington, *Chesapeake Bay Log Canoes and Bugeyes*, 9
[9] Chowning, *Chesapeake Bay Buyboats*, 51

frame-built deck boats and frame and box-built deadrise buyboats.[10] Sawed lumber was rarely available to Chesapeake Bay boat builders during the 19th and early 20th century. Logs could be pit-sawed into planking, but it was faster to cut down trees and construct the boats from logs using the traditional methods. Log deck boats continued to be built in the Poquoson area even after sawed lumber became more available in the 1920s. While this may have been due to custom and efficiency of effort, the log-hulled boats had distinct advantages that made them uniquely qualified to fish and conduct commercial activities on the Chesapeake Bay. The thick logs could withstand contact from metal shovels when oysters, fish and crabs were stored in the boat's hold. Log boats rested lower in the water, making it more amenable to oyster and crab dredging than high sided boats. Deck boats often served as buyboats, buying directly from the watermen. This transaction allowed the smaller oyster boats to continue fishing uninterrupted without hauling their catch to market. The deck boats hauled seafood, livestock, farm products and lumber. Prior to the advent of highways and bridges, they were essential for commerce.[11]

The *F.D. Crockett* was built primarily for freight hauling and the buying and transporting of produce. It was also intended for the fishing industry as an additional means of income. The *F.D. Crockett* was built for Ferdinand DeSota Crockett of Seaford. He would contract to carry local produce, which included watermelon and other farm produce, fertilizer, and pigs to markets in Hampton Roads, Smithfield and as far as Elizabeth City, North Carolina. The boat was adaptable and could be used to move furniture and belongings in a time when travel by road was difficult. A boat such as the *F.D. Crockett* was the center of family life, and on Sundays was used for excursions by the extended family. In 1939, the boat was sold to Edward Marvin Lindsay, who became paralyzed soon after. William Stephen "Pretty" Green, brother of Marvin Lindsey's wife Lucy, piloted the boat for the next 50 years, giving half of the income from the boat to support his sister's invalid husband. The boat continued to haul freight but in the 1940's began dredging oysters and later crabs for the seafood business. (A rig was added for crab dredging, and a 10-inch by 10-inch white oak dredge post is known to have been removed.) Later owners continued to use the boat for dredging seafood and its distinctive hull was a familiar sight on the lower bay until the downturn of the oyster industry. Subsequent owners into the 1990s were Faye Dreyden, David C. Westcott, and Curt Barrett. During most of its working life, the *F.D. Crockett* was berthed at Poquoson, and later at Hampton. Its home port was Poquoson. By 2000, the boat had been sold to Ron Turner, the great-grandson of one of the builders, John Franklin Smith. Turner donated it to the Deltaville Maritime Museum in 2005. The *F.D. Crockett* was towed from Poquoson to Deltaville in late 2005 by the *East Hampton*, a 60 foot buyboat. She is now on display for educational purposes and travels the Chesapeake Bay as an ambassador for the museum.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Brewington, M.V. Chesapeake Bay Log Canoes and Bugeyes. Tidewater Publishers, Centreville, Maryland, 1963.

Chowning, Larry S. Chesapeake Bay Buyboats. Tidewater Publishers, Centreville, Maryland, 2003.

Chowning, Larry S. Harvesting the Chesapeake, Tools and Traditions. Tidewater Publishers, Centreville, Maryland, 1990.

Chowning, Larry S. Interview with Larry Chowning by Vera England, March 13, 2012.

Deltaville Maritime Museum. F.D. Crockett Blog, Interviews with relatives of F.D. Crockett, 2011.

England, John & England, Vera. "The Restoration of the F.D. Crockett by the Deltaville Maritime Museum." Narrative with Photos and Power Point, 2011, Deltaville Maritime Museum.

Price, Richard. "Caribbean Fishing and Fisherman: A Historical Sketch." American Anthropologist, New Series, Vol. 68, No. 6 (Dec. 1966), pp. 1363-1383.

Vlach, John Michael. The Afro-American Tradition in Decorative Arts. University of Georgia Press, Athens, 1990.

Previous documentation on file (NPS): **Primary location of additional data:**

[10] Chowning, *Chesapeake Bay Buyboats*, 51
[11] Chowning, *Chesapeake Bay Buyboats*, 53

F.D. Crockett
Name of Property

Middlesex County, Virginia
County and State

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

__x__ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: **Virginia Department of Historic Resources**

Historic Resources Survey Number (if assigned): VDHR No. 059-5013

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	383151	4157111	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary encompasses the entirety of the *F.D. Crockett*, which has an overall length of 62.8 ft., 55.8 ft. keel length, with a beam of 15.7 feet and draft of 4.6 ft. and is permanently berthed at the Deltaville Maritime Museum. The location of the ship is shown on the attached USGS quadrangle map.

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary encompasses the entirety of the *F.D. Crockett* but does not include the land and water around it, as the boat itself is the subject of this National Register registration form.

11. Form Prepared By

name/title David Moran / Office Manager
organization Deltaville Maritime Museum date 3/24/2012
street & number P.O. Box 466 telephone 804-776-7200
city or town Deltaville state VA zip code 23043
e-mail museumpark@oonl.com , dmoran@rappahannock.edu

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

  Drawing of the *F.D. Crockett* by Ray V. Rodgers, 2007

  Historic photos of the *F.D. Crockett*

  Historic Photo Index

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: *F.D. Crockett*
City or Vicinity: Deltaville
County: Middlesex State: VA
Photographer: David A. Moran
Date Photographed: February & March, 2012

Description of Photograph(s) and number:

1 of 7
VA_Middlesex County_F.D. Crockett_0001
View of bow, at Museum dock on Mill Creek, camera facing northeast

2 of 7
VA_Middlesex County_F.D. Crockett_0002
View of stern, at Museum dock on Mill Creek, camera facing east

3 of 7
VA_Middlesex County_F.D. Crockett_0003
Pilot house, at Museum dock on Mill Creek, camera facing west

4 of 7
VA_Middlesex County_F.D. Crockett_0004
View from port side bow, at fuel dock at Deltaville Boatyard on Jackson Creek, Deltaville, camera facing east

5 of 7
VA_Middlesex County_F.D. Crockett_0005
Interior of pilot house, at fuel dock at Deltaville Boatyard on Jackson Creek, Deltaville, camera facing south

6 of 7
VA_Middlesex County_F.D. Crockett_0006
On stands at Deltaville Boatyard, view of port side of log hull

7 of 7
VA_Middlesex County_F.D. Crockett_0007
On stands at Deltaville Boatyard, close up of port side chine log

F.D. Crockett
Name of Property

Middlesex County, Virginia
County and State

Property Owner:

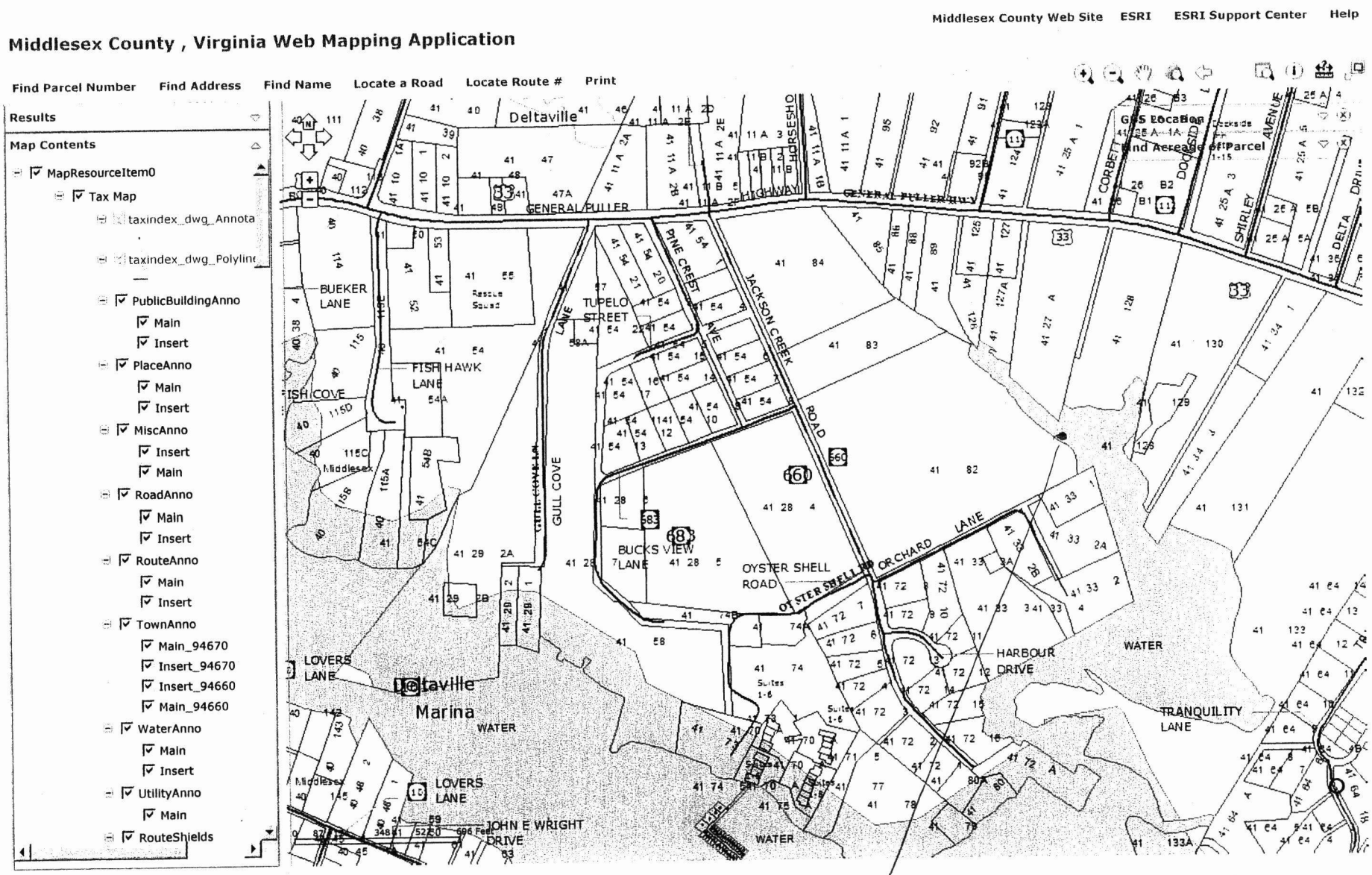
(Complete this item at the request of the SHPO or FPO.)

name Deltaville Maritime Museum & Holly Point Nature Park

street & number P.O. Box 466 telephone 804-776-7200

city or town Deltaville state VA zip code 23043

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



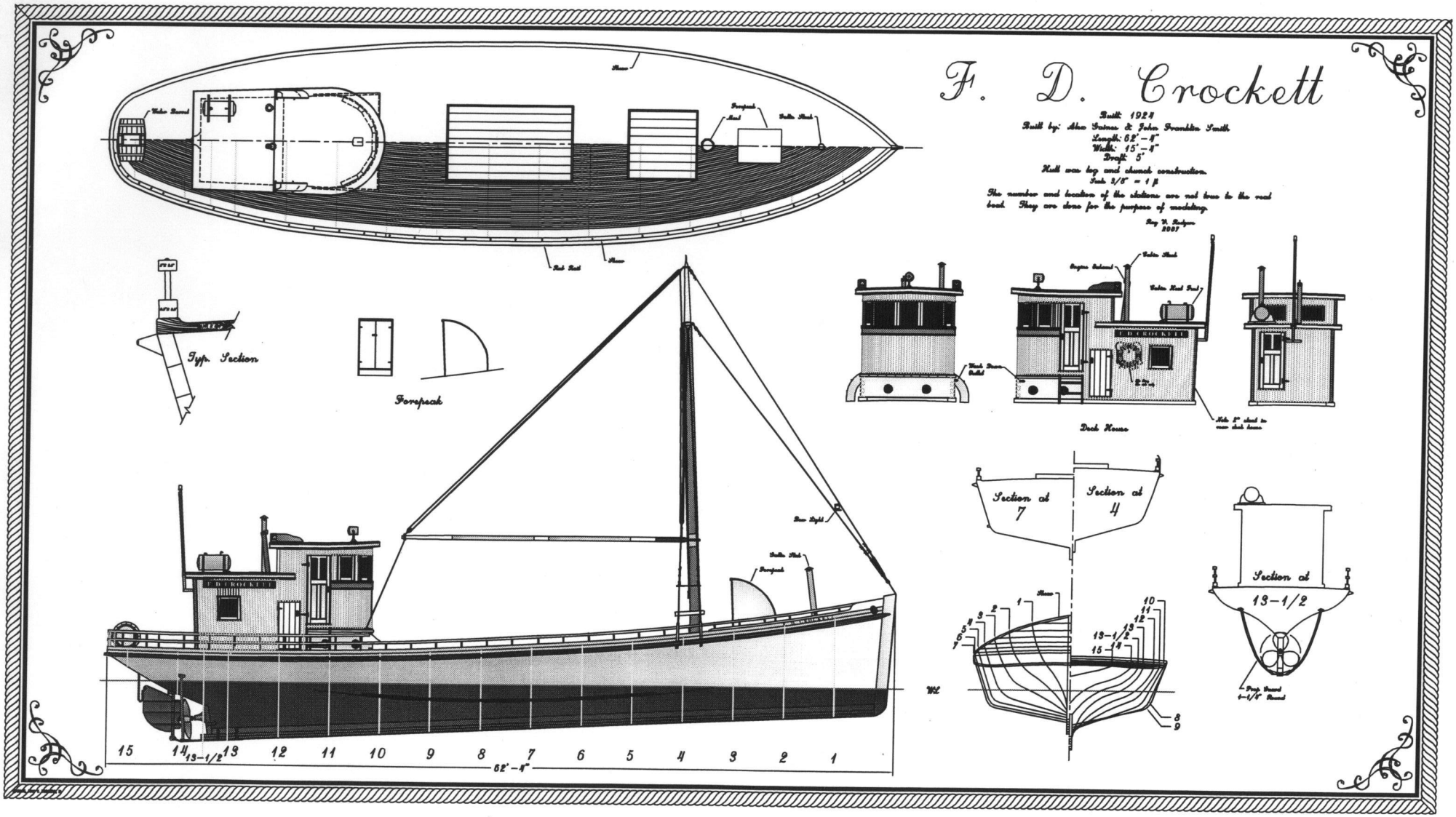
F.D. Crockett
Berth location

F. D. Crockett
Deltaville, Middlesex County, VA

DHR #059-5013

Additional Documentation -
Tax Parcel Map

3/20/2012


F. D. Crockett
Built: 1924
Built by: Asher Pointer & John Franklin Smith
Length: 62'-4"
Width: 15'-4"
Draft: 5'
Hull was log and chunck construction.
Scale 1/8" = 1 ft
The number and location of the stations are read here to the reel book. They are done for the purpose of modeling.
Typ. Section
Forepeak
Deck House
Section at 7
Section at 4
Section at 13-1/2
15 14 13-1/2 13 12 11 10 9 8 7 6 5 4 3 2 1
62'-4"

F.D. Crockett
Deltaville, Middlesex County, VA (DHR# 059-5013)

Additional Documentation

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: F.D. CROCKETT (log deck boat)

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Middlesex

DATE RECEIVED: 7/06/12 DATE OF PENDING LIST: 7/31/12
DATE OF 16TH DAY: 8/15/12 DATE OF 45TH DAY: 8/22/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000544

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 8.22.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

F.D. CROCKETT

VA_MIDDLESEX COUNTY_F.D. CROCKETT_ 0001

Photo 1 of 7

CKETT • DELTAVILLE, VA

VA_ MIDDLESEX COUNTY_F. D. CROCKETT_ 0002 [redacted]

Photo 2 of 7

VA_MIDDLESEX COUNTY_ F.D. CROCKETT_ 0003

Photo 3 of 7

F.D. CROCKETT

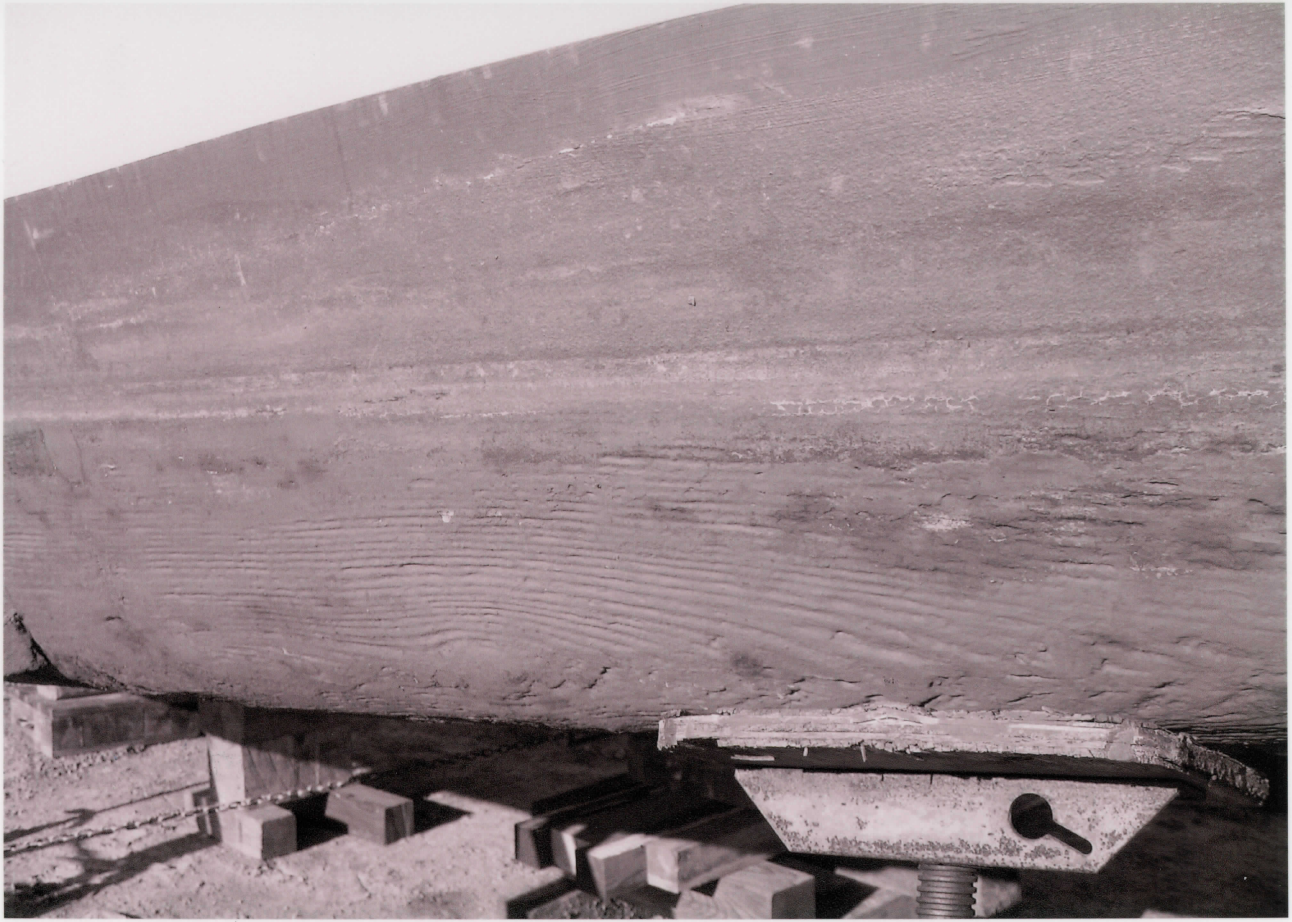
VA
MIDDLESEX COUNTY
F. D. CROCKETT
[redacted] 0004
Photo 4 of 7

VA_MIDDLESEX COUNTY_F.D. CROCKETT_0005

Photo 5 of 7

VA_MIDDLESEX COUNTY_F.D. CROCKETT_0006

Photo 6 of 7



VA_ MIDDLESEX COUNTY_ F.D. CROCKETT_ 0007

Photo 7 of 7

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES

DELTAVILLE QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC–BATHYMETRIC)

5759 III NW (IRVINGTON)
5759 II NW (EAST OF FLEETS BAY)
5759 III NE (FLEETS BAY)
5758 IV NW (WARE NECK)
5758 IV NE (MATHEWS)
5759 III SW (WILTON)
5759 II SW (EAST OF DELTAVILLE)

KILMARNOCK 7 MI.
WHITESTONE 2.4 MI.
FOXWELLS 0.9 MI.
FOXWELLS 1.3 MI.
SALUDA 15 MI.
WILTON 1.9 MI.
15 MI. TO U.S. 17
COBBS CREEK 1.2 MI.
MATHEWS 6 MI.
HALLIEFORD 1.2 MI.
2.8 MI. TO VA. 198

76°22′30″ — 37°37′30″ — 379 000m E. — 380 — 381 — 382 — 20′ — 383 — 385 — 17′30″ — 387 — 388 — 2 650 000 FEET — 76°15′

4164 000m N. — 4163 — 4162 — 4161 — 35′ — 4160 — 4159 — 4158 — 4157 — 4156 — 32′30″ — 4155 — 4154 — 440 000 FEET — 4153 — 4152 — 4151 000m N. — 37°30′

470 000 FEET

Palmer
Mosquito Creek
Mosquito Island
Deep Hole Point
Windmill Point
White Marsh
FLEETS ISLAND
Westland
Windmill
Lights
Windmill Point
Smith
Mosquito Point
RAPPAHANNOCK SPIT
Light
RAPPAHANNOCK RIVER
LANCASTER CO
MIDDLESEX CO
Grinels
Cem
Radio Tower
Hurlong Cr
Sturgeon Creek
Athletic Field
Timber Neck
Deltaville
Broad Creek
Stingray Point
Ray
Hardyville
Clarksburg Ch
BM
Philippi Ch
Zoar Ch
Amburg
Cems
Jackson Creek
Ruark
Moore Cr
Corbin Cr
Fishing Point
Bland Point
FISHING BAY
Stoves Point
Stove Point
Iron Point
Warehouse Cove
PIANKATANK RIVER
MIDDLESEX CO
MATHEWS CO
GODFREY BAY
Chapel Creek
Sandpit
Burton Point
Cow Neck
HILLS BAY
Blakes
Cherry Point
Kibble Pd
GWYNN ISLAND
Shiloh Ch
Gwynn
Grimstead
CHESAPEAKE BAY

Produced by the United States Geological Survey and the National Ocean Service in cooperation with Commonwealth of Virginia agencies

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1963. Field checked 1964

Bathymetry compiled by the National Ocean Service from tide-coordinated hydrographic surveys. This information is not intended for navigational purposes

Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs

Apparent shoreline (outer edge of vegetation) shown by light solid line

Polyconic projection. 1927 North American Datum

10,000-foot grid based on Virginia coordinate system, south zone

1000-meter Universal Transverse Mercator grid ticks, zone 18 shown in blue

The difference between 1927 North American Datum and North American Datum of 1983 (NAD 83) for 7.5-minute intersections is given in USGS Bulletin 1875. The NAD 83 is shown by dashed corner ticks

Photoinspected from 1989 source; no major culture or drainage changes observed. Boundaries and names revised 1992

Revisions shown in purple compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1981 and other source data. This information not field checked. Map edited 1986

VIRGINIA
QUADRANGLE LOCATION

MN — GN
10° 178 MILS — 0°48′ 14 MILS
UTM GRID AND 1992 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

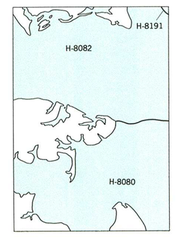
SCALE 1:24 000
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS–DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY

FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NATIONAL OCEAN SERVICE HYDROGRAPHIC SURVEY INDEX



HYDROGRAPHIC SURVEY INFORMATION

SURVEY NUMBER	SURVEY DATE	SURVEY SCALE	SURVEY LINE SPACING (NAUT. MILES)
H-8080	1953	1:10,000	.02-.06
H-8082	1954	1:10,000	.02-.08
H-8191	1955	1:20,000	.02-.06

DEPTH GRADIENTS

Meters	Feet
Exposed at low tide	
0	0
5	16.4
10	32.8
15	49.2
20	65.6
Maximum depth	

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
State Route

DELTAVILLE, VA.
37076-E3-TB-024

1964
PHOTOREVISED 1986
BATHYMETRY ADDED 1986
MINOR REVISION 1992
DMA 5759 III SE–SERIES V834

• INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1992

F.D. CROCKETT
DELTAVILLE MARITIME MUSEUM
287 JACKSON CREEK RD.
DELTAVILLE, VA 23043

DMR ID 059-5013
DELTAVILLE QUAD
037° 33' 13.0" N
076° 19' 20.9" W

UTM
ZONE 18
EASTING 383151
NORTHING 4157111

1927 NAD

William H. Whitley
Interim County Administrator

Marcia Jones
Assistant Administrator

County of Middlesex

OFFICE OF THE COUNTY ADMINISTRATOR

RESOLUTION

F. D. CROCKETT

WHEREAS, the Virginia Department of Historic Resources (DHR) administers two programs designed to recognize the State's resources and to encourage their continued preservation: the Virginia Landmarks Register - the state's official list of properties important to Virginia's history, and the National Register of Historic Places - the official list of structures, sites, objects, and districts that embody the historical and cultural foundations of the nation; and

WHEREAS, the building of log canoes and log boats can be traced back to those used by Native Americans and described by English colonists; and

WHEREAS, in the 1920's there was a revival of the centuries-old technique of log boat-building that evolved from being built for sails to using an internal combustion engine; and

WHEREAS, built in 1924, the F. D. Crockett is one of only two large log-hulled deck boats built specifically for motor power that is still in existence, and the only one with its original log bottom; and

WHEREAS, the F. D. Crockett represents the distinctive characteristics of the log-built boat, large and low-sided, big enough to carry a large payload, low enough to make it easier to dredge crabs and oysters, and sturdy and reliable enough to carry fishermen into the bay in any water;

NOW, THEREFORE, BE IT RESOLVED, the Middlesex County Board of Supervisors recognizes the F. D. Crockett as a prime example of the log-built boat, historically and culturally significant to this region; and

BE IT FURTHER RESOLVED, that the Middlesex County Board of Supervisors supports the recommendation of the F. D. Crockett to the National Register of Historic Places and for inclusion in the Virginia Landmarks Register.

Carlton S. Revere	aye
Elizabeth Hurd	aye
Pete W. Mansfield	aye
John D. Miller, Jr.	aye
Wayne H. Jessie, Sr.	aye

CERTIFICATION

I, William H. Whitley., Clerk of the Board of Supervisors of the County of Middlesex, Virginia, certify that the foregoing is a true and correct copy of a resolution passed at a lawfully organized meeting of the Board of Supervisors of Middlesex County held at Saluda, Virginia, at 7:30 P.M. on June 19, 2012.

William H. Whitley

RECEIVED 2280
JUL 06 2012
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Douglas W. Domenech
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

June 29, 2012

Mr. Paul Loether
Chief, National Register of Historic Places and National Historic Landmarks Programs
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005

RE: Armitage Manufacturing Company, City of Richmond; Briarwood, City of Virginia Beach; F.D. Crockett, Middlesex County; Mt. Airy, Augusta County; Riverlawn, Mathews County; and **Sydenstricker School, Fairfax County, Virginia**

Dear Mr. Loether:

The enclosed nominations, referenced above, are being submitted for inclusion in the National Register of Historic Places. The nominations have been considered, and approved, by the State Review Board and the SHPO has recommended them for listing. Any letters of comment or objection have been copied at the end of the nomination material, along with any FPO notification letters.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena Sweeten McDonald

Lena Sweeten McDonald
National/State Register Historian

Enclosures

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way
2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5396
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
P.O. Box 519
Stephens City, VA 22655
Tel: (540) 868-7030
Fax: (540) 868-7033